



## **WisDOT/Local Roads and Street Council Meeting Thursday, May 27, 2004**

### People in attendance:

Bill Beil, Jr., City of Abbottsford  
Marilyn Bhend, Town of Johnson  
David Botts, City of Beloit  
Ed Brown, Wisconsin Counties Association  
Bill Handlos, City of Manitowoc  
Arlyn Helm, Town of Springbrook  
Rick Jones, City of Racine  
Don Kush, West Central Wisconsin RPC  
Dick Leffler, Florence County  
Eugene Lueck, Town of Bloomer  
Dennis Melvin, City of West Bend  
Jeff Mantes, City of Milwaukee  
Laverne Grunwald, MPO/RPC Representative  
Marv Samson, Town of Black Creek

Emmer Shields, Ashland County  
Dave Waffle, City of Reedsburg  
Paula Vandehey, Wisconsin Alliance of Cities  
Pat Pittenger, Southeast Wisconsin RPC  
Ron Rutkowski, Milwaukee County  
Mary Forlenza, WisDOT BTLR  
Rod Clark, WisDOT BTLR  
Steve Coons, WisDOT BTLR  
Michael Erickson, WisDOT BTLR  
Sandy Beaupre, WisDOT BOP  
Doug Dalton, WisDOT BOP  
Casey Newman, WisDOT BOP  
Jonquil Johnston, WisDOT BOP

### Meeting Summary:

The Connections 2030 discussion was one of several agenda items at the May 27, 2004 meeting of the Local Roads and Street Council. Sandy Beaupre, WisDOT BOP, presented an overview of the statewide long-range plan, Connections 2030. Members of the Local Roads and Street Council had the following comments and questions during and after Ms. Beaupre's presentation:

- Questions of how the local roads element will be addressed in Connections 2030 and whether there will be a separate local roads plan. Ms. Beaupre explained Connections 2030 is being developed around a corridor concept and that local roads will be addressed in the plan as part of transportation corridors across the state.
- Emergency vehicle/first responder access to local roads is limited when cross traffic access points are closed on state roads. It was noted that this is an issue particularly in Clark and Chippewa counties.
- Freight movements and weights pose safety issues on Wisconsin roads. Just-in-time delivery trends have increased the amount and weight of truck traffic. Higher weight limits are legitimately allowed by exceptions and the incidence of granting exceptions has increased. Additionally, interstate traffic sometimes creates illegally high weights because adjacent state weight schedules differ from Wisconsin's regulations.
- The need for a correlation between the state plan and WisDOT district activities.

- The need for multi-modal connections within various corridors.
- A desire to incorporate and credit in Connections 2030 the usefulness of Wisconsin Information System for Local Roads (WISLR) data analysis. Mr. Dalton stated that WISLR would be used in Connections 2030 to analyze the local roads system.
- The need to gather input from the local roads community about the physical condition of roads in relation to appropriate level of service (LOS) designations.
- A question of the appropriate level of financial support for non-truck route roads.
- Connections 2030 and other transportation plans should be visionary and not limited only to what the state can afford. The plan should be a guide to the Governor, Legislature, and WisDOT to prioritize funding and programming.
- Maintenance and preservation of the existing local roads network and state transportation system (all modes) are priorities.
- A question of the WisDOT Districts' role in local comprehensive planning and general District/local government coordination efforts.
- The changes to Administrative Rule Trans 233 reduced the tools available for planning and access management.
- The need to analyze trends and identify priority corridors for rail, particularly in the northern part of the state where lines are being abandoned or facing dwindling use and/or capacity.
- The need to expand intelligent transportation system (ITS) technologies to a higher number of urban corridors, particularly with regard to signal timing for congestion management. Additionally, the point was made that ITS enhancements should be considered in the State budget because the initial capital outlay results in current and future cost savings (for example, LED traffic signals).
- A question about how the financial element of Connections 2030 will be handled and whether the state planning process is different than the MPO planning process. Ms. Beaupre stated that Connections 2030 will identify priorities and that the state planning process is not required to be fiscally constrained like the MPOs' planning process.